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GOVERNMENT OF INDIA

MINISTRY OF TRANSPORT

## RESOLUTION

*New Delhi, the 7th September, 1948*

**No. 19-P(118)/48.**—In their Resolution, Ministry of Transport No. 19-P(56)/47, dated the 17th February, 1948, as amended by their Resolution of the same No. dated the 12th April, 1948, the Government of India constituted an expert committee known as the West Coast Major Port Development Committee to carry out the following two investigations:—

- I. (a) Whether a deep sea port on the stretch of coast covering Kathiawar and Cutch for the accommodation of ships of large size and tonnage at all seasons of the year is required;
- (b) if so, where it should be sited, having regard to construction and maintenance costs, allied transport developments, possibilities of developing existing ports and the needs of the entire area to be served.
- II. (a) Whether a deep sea port between Mormugao and Cochin for the accommodation of ships of large size and tonnage at all seasons of the year is required;
- (b) if so, where it should be sited, having regard to economy of construction and maintenance of the port and allied transport developments required and having regard to the needs of the entire area; also what measures are necessary for establishing it;
- (c) what improvements are necessary in communications to the existing ports; also what other measures should be taken for the development or provision of additional facilities in these ports as may be found necessary or desirable.

The members of the Committee are as follows:—

Mr. Kasturbhai Lalbhai.—Chairman.

The General Manager, B.B.& C.I. Railway, Bombay, for the former investigation, and the Chief Commercial Manager, M.& S.M. Railway, Madras, for the latter.

Mr. S. N. Haji, Scindia Steam Navigation Co. Limited, Bombay.

Mr. K. Mitter, Docks Manager, Calcutta Port Commissioners, Calcutta.

Mr. J. B. Murray, Chief Engineer, Calcutta Port Commissioners, Calcutta.

Commander D. Shankar, Director of Naval Engineering, Naval Headquarters (1).

Mr. V. V. Bhide, Secretary to the General Manager, B.B. & C.I. Railway, Bombay—Secretary.

The investigation into the possibilities of siting a major port on the coast covered by Kathiawar and Cutch was taken up first. The Committee made a careful study of all relevant data, visited all existing ports and likely sites and held discussions with the various interests concerned and as a result submitted a unanimous report which is now published. The Government of India have carefully considered the recommendations made in the report and the steps suggested to implement them, and wish to make the following observations. The references below are to the recommendations of the Committee as summarised in paragraph 25 of the report:—

(1) The Government of India agree that the need for a major port is immediate and imperative.

(2) The Committee have recommended that the major port should be sited at Kandla. The advantages and disadvantages of this site as well as those of other likely sites have been examined in detail, and on an overall appreciation of all relevant factors, the Government of India are satisfied that Kandla is the most suitable port for development having regard to the needs of the entire area to be served. It was realised from the beginning that water supply was an important factor and in the light of further investigations, the Government of India feel that it would be safe to assume that there are resources for an adequate water supply both to the port and port town. The Government of India have accordingly come to the conclusion that a decision should be made in favour of Kandla as the site of the future major port, and that preliminary measures should be put in hand immediately to implement this decision. These measures include, in addition to the freezing of land values which has already been done, the appointment of a resident harbour engineer, the development of both broad and metre gauge railway connections and a reference to an *ad hoc* committee of engineers for advice on all technical points including such further steps as may be necessary to ensure a sufficient water supply.

(3) The Government of India agree with the recommendation that all the existing ports of Kathiawar should be placed under one Port Commission which should, in their opinion, also include Okha and Verawal, and hope that the State Governments concerned would take early steps to this end.

(4) and (5). In these recommendations, the Committee have expressed the opinion that a concentrated effort must be made to get better dredging results at Bhavnagar and after satisfactory results are obtained, one extra berth should be constructed so that Bhavnagar can to some extent serve the area marked as zone 'B' in Appendix 'G' to the report. The Government of India commend this recommendation to the Saurashtra Government for necessary action.

The Government of India desire to express their appreciation of the services rendered by the Chairman and members of the West Coast Major Port Development Committee for their concise and valuable report which has been of great assistance to the Government of India in assessing the position and reaching a prompt decision.

S. CHAKRAVARTI,

*Joint Secretary.*